

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

WM. FARMER, Proprietor.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain H. D. Jones.
 " "PO-YAN" 2,338 " " R. D. Thomas.
 " "FATSHAN" 2,338 " " W. A. Valentine.
 " "HANKOW" 2,073 " " C. V. Lloyd.
 " "KINSHAN" 1,995 " " J. J. Lottus.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,191 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Wilcox.
 " "NANNING" 569 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yanki, Mahaling, Kunchuk, Kau-Kong, Samsui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ping-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow.....Single \$15.00. Return \$15.00.
 Canton to Tak-Hing.....Single \$12.50. Return \$12.50.
 Canton to Samsui.....Single \$7.50.

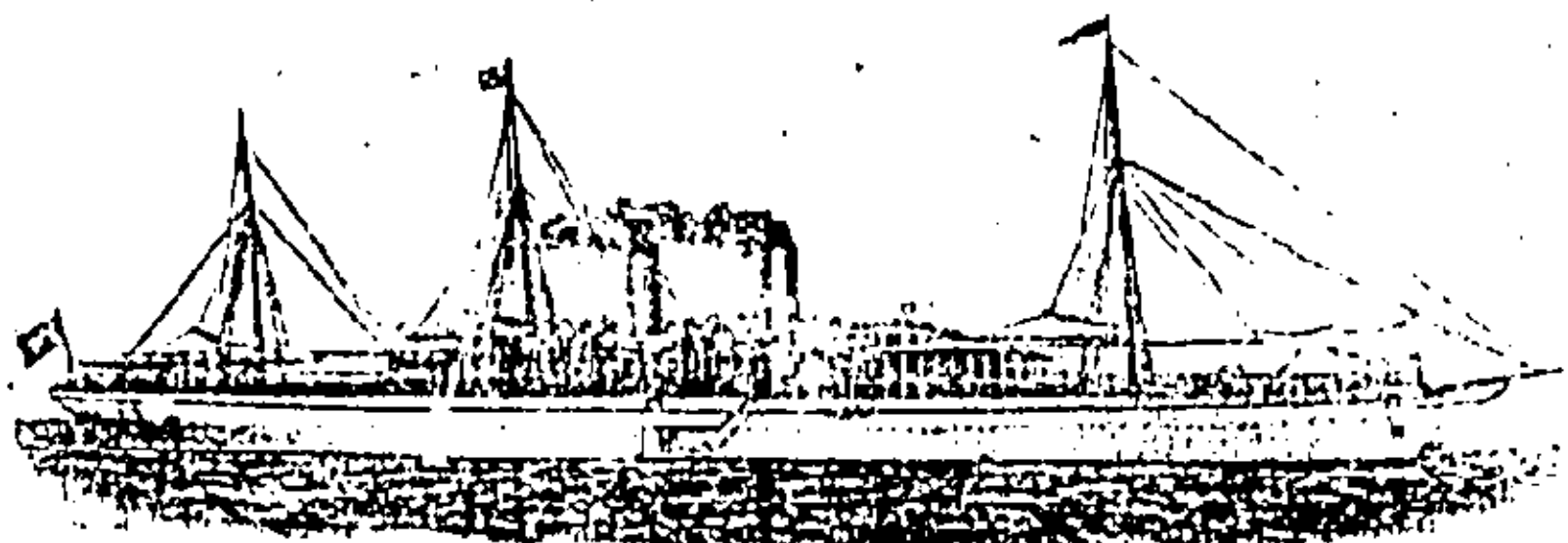
HONGKONG-WUCHOW LINE.

S.S. "LINPAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samsui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Bires. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon.....Single \$6.00.
 Hongkong to Kunchuk.....Single \$7.00.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.)

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 8th March.
 " "ATHENIAN" 2,440 " WEDNESDAY, 15th March.
 " "EMPERESS OF CHINA" 6,000 " WEDNESDAY, 22nd March.
 " "EMPERESS OF INDIA" 6,000 " WEDNESDAY, 29th April.
 " "TARTAR" 4,415 " WEDNESDAY, 26th April.
 " "EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 10th May.
 Hongkong to London, 1st Class.....Via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. £42.

THE magnificent "Twin-screw" "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. W. C. ADDOCK, Acting General Agent,
 9, Pedder's Street.
 Hongkong, 8th February, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG.	21st Feb.
Alesia	(Calling at S'PORE & COLOMBO).	24th Feb.
Sachs	HAVRE, ANTWERP and HAMBURG.	8th March.
SAMBIA	(Calling at S'PORE, PENANG & COLOMBO).	18th March.
RHENANIA	HAVRE, ANTWERP and HAMBURG.	4th April.
SUEVIA	(Calling at S'PORE, PENANG & COLOMBO).	
Kaiser	HAVRE and HAMBURG.	

With Transshipment at Singapore.
 ARCADIA, Captain Fricke, to sail from Singapore about 22nd February. Freight.
 ANDALUSIA, Captain Filler, to sail from Singapore about middle of March. Freight.
 * Special attention of intending Passengers is drawn to the splendid accommodation of the ss. Rhenania. Saloons and cabins amply lighted throughout by Electricity.
 For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 13th February, 1905.

D. NOMA, TATTOOER 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 15th November, 1904.

Intimations.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:—
 Kennedy Town to Post Office 4 " Third Class.
 Post Office to Causeway Bay or Race Course 4 " Third Class.
 Causeway Bay to Shau-ki-wan 5 " Third Class.
 The previous Table of Fares is hereby cancelled.
 Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT, General Manager.
 SHEWAN, TOMES & Co., Agents.
 Hongkong, 8th February, 1905.

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 cubic feet as from the 1st February, 1905.

GEORGE CURRY, Local Secretary.
 Hongkong, 1st February, 1905.

WHY NOT THE BEST?

SEVEN GRAND PRIZES AWARDED TO SINGER SEWING MACHINES AT THE ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.
 Cash or Easy Monthly Payments.
 Hongkong, 28th January, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.
 In Casks of 375 lbs. net \$5.00 per Cask ex Factory.
 In Bags of 250 lbs. net \$8.20 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.
 Hongkong, 2nd September, 1904.

SPECIAL OLD TOM GIN.

Marshall and Elvy's
 DOUBLY DISTILLED AND OF MATURED AGE.
 TO BE OBTAINED FROM—
 THE MUTUAL STORES,
 De. Vieux Road.
 Hongkong, 11th May, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUILAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 10th July, 1904.

HOTELS.

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.
 For Terms, &c., apply to the MANAGER.
 Hongkong, 2nd July, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS.

GO TO THE KOWLOON HOTEL.

291 KOWLOON J. W. OSBORNE, Proprietor and Manager.
 HOTEL DES INDES.
 NOS. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.
 It is situated in the immediate vicinity of the commercial houses and Esplanade.
 Spacious Refreshment, Dinner and Billiard Saloons.
 E. C. VAN MARLE, Proprietor.
 H. T. SARRE, Manager.
 Singapore, 4th October, 1904.

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 E. C. VAN MARLE, Proprietor.
 H. T. SARRE, Manager.
 Singapore, 4th October, 1904.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 15 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 15 minutes.
 1.15 p.m. to 2.15 p.m. Every 15 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.30 p.m. to 4.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
 8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 10 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
 SATURDAYS.
 Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vieux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
 Hongkong, 29th December, 1904.

WEISMANN, LTD.

(CAFÉ WEISMANN.)
 THE place par excellence in Hongkong for Refreshments of all descriptions.
 Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.
 See our Grand Christmas Display.
 Cakes, Biscuits and Confectionery of all kinds made to customers' own order and design.
 Send or Bring Your orders.
 We guarantee satisfaction.
 The Weissmann Most Up-to-date Café in the Orient.
 Hongkong, 17th December, 1904.

THE FAMOUS MAB RAZOR.

WEIGHT LESS THAN 2 OUNCES.
 THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.
 Sole Agents for Far East, HOWARD & Co., 29, Des Vieux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
 HOWARD & Co.
 Hongkong, 24th November, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,
 37, DES VIEUX ROAD CENTRAL, HONGKONG.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 4th June, 1904.

HOTELS.

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.
 For Terms, &c., apply to the MANAGER.
 Hongkong, 2nd July, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS.

GO TO THE KOWLOON HOTEL.

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 NOS. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.
 It is situated in the immediate vicinity of the commercial houses and Esplanade.
 Spacious Refreshment, Dinner and Billiard Saloons.
 E. C. VAN MARLE, Proprietor.
 H. T. SARRE, Manager.
 Singapore, 4th October, 1904.

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 HOTEL DES INDES.
 NOS. 2 & 3, STAMFORD ROAD, SINGAPORE.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.
 No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates) and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 535 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 876.
 Telegrams, "Dock, Yokohama," Odes A. I. and A. B. C. (4th).
 Yokohama, May 11th, 1903.

E. C. WILKS & Co.

CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.
 SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.
 AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness. Estimates cheerfully given.

OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
 " W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
 " H. W. JOHN'S CANADIAN ASBESTOS GOODS.
 Cable Address: "MARINEWORK," Hongkong.
 Telephone No. 358.
 12, Beaconsfield Arcade, Hongkong.

Intimations.

WM. POWELL,
LIMITED."ALEXANDRA
BUILDINGS,"

Des Vaux Road,

FIRST FLOOR BY LIFT.

OUR
FURNISHING
DEPARTMENTis completely stocked with all the
newest

Art Tapestries.

Muslins.

Velvets.

Flushes.

Cretonnes.

Roma Satins, etc., etc.

CARPETS OF
EVERY
DESCRIPTION
AND MAKE.Several hundred Smart Carpet
Squares, all sizes and prices.Bedsteads, by the very best
makers only.Upholstering done in first-class
style.

Houses completely furnished.

Special attention given to the
Shipping trade.BLANKETS!
BLANKETS!
BLANKETS!SPECIAL
PURCHASE OF
BLANKETS
NOW ON SHOW.LADIES'
DEPARTMENT.

FOR THE RACES.

New Millinery, Sun-
shades, Dress Fabrics,
Gloves, &c., &c.Ladies requiring costumes are
requested to pay us an early visit.Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 2nd February, 1905.

Intimations.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the eighteenth day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st January, 1905. [196]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the fourth, to the eighteenth day of February, 1905, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st January, 1905. [197]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th January, 1905. [177]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the Offices of the Company, Pedder's Street, on MONDAY, the 6th day of March, 1905, at 11.30 A.M., to receive a Statement of Accounts to 31st December, 1904, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th February, 1905. [326]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 11th January, 1905. [122]



JURY LIST, 1905.

NOTICE IS HEREBY GIVEN that, pursuant to the provision of THE JURY CONSOLIDATION ORDINANCE, 1887, I have this day caused to be posted at the chief entrance to the Court House a List of all persons ascertained by me to be liable to serve as Jurors.

The said List will remain so posted until THURSDAY, the 15th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ARATHOON SETH,
Registrar.Supreme Court House,
Hongkong, 1st February, 1905. [203]

IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to his numerous customers that his Bakery in Kowloon being burnt down, he has hired another in a healthy part of the town, where BREAD will be baked and prepared under his usual personal supervision and thus ensuring, to his numerous patrons, the customary supply of the same wholesome Bread made of the finest flour and materials, that he has all throughout supplied.

Customers are kindly requested to send their orders as usual.

H. RUTTONJEE,
No. 5, D'Aguilar Street, Hongkong.
No. 37, Elgin Street, Kowloon.

Hongkong, 4th January, 1905. [58]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS.COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.16, DES VEAUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c. &c. &c.

SOLE AGENTS for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT

REASONABLE PRICES.
Hongkong, 15th December, 1905. [44]

JUNK RUN DOWN

BY U. S. CRUISER.

The United States cruiser *Cincinnati* which arrived in this port from Chefoo last week, says the Manila *Cablenews*, of 8th inst. ran foul of a Chinese junk in the neighbourhood of Hongkong on her way out from here several weeks ago. The junk was standing out to sea, at night, with no lights displayed and the first warning those on board the cruiser had that any other vessel was near their path, was the crashing of timbers and the shudder that ran over the *Cincinnati* as she rammed her nose into the ribs of the unwary celestial craft. The terror-stricken cries of thirty or forty Chinese startled from sleep by the collision rang out in the darkness and the captain of the *Cincinnati* thought for a while that he was sending several hundred to the bottom. The boats were lowered at once and preparations to render assistance in event the luckless craft should sink were hastily made. Investigation revealed the fact that the junk had been cut nearly in two but her water tight bulkheads prevented her going to the bottom. The *Cincinnati* took the injured boat in tow and took her into port, where her master was given \$25.00 to cover a portion of the damage and the cruiser went on her way. The junk was entirely at fault, as she was found violating the rule that requires vessels to display lights at night and those on board her may be thankful that their folly and negligence did not cost them more dearly.

CIGARETTE SMOKING.

The English habit of cigarette smoking must be regarded as one of the incidental results of the Crimean War. Before that time it was practically unknown in the country, and in so far as anything was known of it, this method of tobacco smoking was generally looked upon with the contemptuous amusement which Englishmen were wont to regard the habits and customs of the flinching foreigner. For staid old English fogies in their armchairs or on the public-house settee there were long clay "church-wardens;" for younger men or those going about their business there were shorter clays; while for those who could afford them there were meerschaum pipes or cigars. It was our military men who brought home from the Crimea the trick of cigarette-rolling which they had borrowed from their French and Turkish allies at a time when their supply of cigars ran short. What the military officer, home returning from a victorious war, thought proper to do, readily became the correct thing for everybody to do, and the little paper roll tucked in beneath a moustache—also a foreign introduction of about the same date—began to be very familiar in London. The progress of the cigarette at first was slow. Englishmen could not really pick up the digital dexterity of the foreigner, under whose deft manipulation the little whiffs appeared to take form automatically, and it seemed very improbable that the time would ever come when a Chancellor of the Exchequer would suggest after-dinner cigarette smoking as the probable explanation of a diminution in the consumption of wine. For a time every man had to make his own cigarettes, for there were none to be had ready-made. It was slow, fidgeting work, and to the pipe and cigar-smoker the home-made cigarette was, of course, a thing beneath contempt. A good many who tried the new art had not the dexterity for it or the patience to acquire it, and after a while they were accommodated with little packets of foreign smokes already made up. A new industry sprang up for girls, who could earn half-a-crown a thousand at the making of the new weeds, and soon acquired a facility in the work that even the Spaniard or the Southern Frenchman could not rival. This gave an enormous impetus to the new foreign fad, which soon began seriously to alarm those in the trade in pipes and cigars, who apprehended that the new craze would be very bad for business. Every effort was used to check it. There were individual testimonies to the dangerous character of the new habit, stories of poisonous papers and of mouth diseases contracted from the girls who licked the gummed edges of the slips. Then came various forms of little mechanical cigarette rollers, and these for a time had a great vogue, though they were none of them very satisfactory.

Meanwhile, however, it began to be perceived that the popularity of the cigarette, so far from proving detrimental to the general trade of the tobaccoist, seemed to be tending very decidedly the other way. After fifty years, this introduction has indeed proved to be one of the most curious experiences in modern trade, and from the anti-tobaccoist point of view has been nothing short of a calamity. Instead of being a substitute for pipes and cigars, the cigarette has proved to be a clear addition to the previous total consumption, and it is not difficult to understand why it should have proved so. The peculiarly pernicious effect of cigarette smoking has been a favourite theme of some medical men, who have denounced it as the most injurious of all forms of smoking. This opinion is, no doubt, quite correct when the smoke is inhaled, but of course it is not necessary to do that, and probably the fairly unanimous testimony of the smoking world, if it could be ascertained, would be that the cigarette is the highest and least potent of all forms of tobacco smoking. When the area of the burning end of an ordinary cigarette is compared with the corresponding area of the pipe or cigar it is quite obvious that it must be so. It is one to three or four; indeed the comparatively small quantity of the smoke of a cigarette is just the reason why some persons are able to inhale it, though they cannot do it with a pipe or cigar. At all events, it was found that not only were there many people who could manage a cigarette though they were unable to smoke a pipe or cigar, but even habitual smokers soon began to take to them without giving up pipes or cigars. There were, it was discovered, many occasions when a little peccadillo in the form of a cigarette might be indulged, but a pipe would be impossible and even a cigar questionable. Then again many heavy smokers, it was found, would take one or two of the new whiffs when they had had enough of their pipes and did not care or had not time for a cigar, or perhaps could not afford one. A cigarette could be

lighted at any odd moment, and if necessary thrown away after a few whiffs. Moreover, a very large proportion of those who began the practice of smoking with the mild little foreigner and thus acquired a taste for tobacco, went on to the pipe or cigar. It thus enormously increased the number of devotees to tobacco. At no period did the cigarette appear to check the sale of cigars or pipes. It proved a clear addition to the tobaccoist's business, and when the new habit had time to establish itself and develop, consumptions increased enormously.

As it has been said the introduction of the little paper smoke among Englishmen may be taken to date from the chumming of our military men with the French and Turks in the Crimean War just about fifty years ago. Within five and twenty years our total tobacco importation very nearly trebled itself. To a great extent, of course, this was due to the increase of population and to the advance in the general wealth; but all authorities were agreed that a very large proportion of the expansion was due to the addition of the cigarette, to other facilities for smoking, and to the initiatory training it afforded to beginners. In America the thing has become almost as universally popular as it has with us. The probability is that, if accurate figures were accessible, there is not now much difference between the two countries in this respect. Fifteen years ago the Americans were a good way behind us. They were then smoking about 400 millions a year. Four or five years back trade figures were given which seemed to show that of the forty-two millions of our population about four millions were smokers of cigarettes and it was thought that upon an average they probably consumed five a day. That would come to twenty millions a day, or a total consumption for the year of 7,300 millions. Since then it is notorious that ladies and young boys have been freely cultivating the habit. It seems an incredible total, but one London firm are boasting that they themselves are running machinery by which they are able to turn out six million cigarettes a day, which would give a total for this single business of over 2,000 millions a year. But in any attempt to compare our own consumption with that of America, it should be borne in mind that in this country figures must necessarily be very largely conjectured. There is nothing in the form of official figures to be had. In America, on the contrary, they can tell to a nicety what they are doing, since every packet of cigarettes must bear a Government stamp, the value of which depends on the number the packet contains. There is no scope for the flights of fancy. But the development of the trade in cigarettes has certainly been very remarkable. Less than a generation ago all these little whiffs were made by hand, one by one. Now they are practically all made by machine, of which there is in the market at least one which takes in tobacco and paper at one end, and at the other shoots out cigarettes, beautifully rolled, gummed and printed, at the rate of from two hundred and fifty to four hundred a minute.

THE VIRTUE OF THE "DUTCH
WIFE."An article on "Hill Diarrhoea in the Plains," by Dr. P. A. Nightingale, appears in the *Lancet* of Nov. 19th.

One of the commonest ailments to which a newcomer to Bangkok is subject is early morning diarrhoea which runs a course identical with the hill diarrhoea described by Manson and Crombie. Now Bangkok is the centre of a large rice district and is only a few inches above high-water mark, especially during the wet season when the river is in flood. These cases of diarrhoea occur for the most part during the rains, are more common in the new than in the old resident, and in males than in females. The Siamese themselves are not subject to attacks. The only special point of interest to note here is that in the older residents the possibility of a commencing sprue should be carefully borne in mind.

With regard to the prophylaxis I was in the habit of laying stress upon the following: flannel pyjamas or Chinese trousers to be worn at night, a proper native sleeping mat to be placed over the sheet, a blanket to cover the feet, and large "Dutch wives" (a kind of bolster some six feet long) for the patient to lie between. This "Dutch wife" well known in Java, the Malay Peninsula, and Siam, I am inclined to think of the utmost value, for it is not only a cooling and comfortable arrangement to sleep with, but acts as an excellent cover to the abdomen against the early morning breeze, and when there is one on either side the whole trunk is guarded in a way that is most complete and valuable. A study of the sleeping compartments of well-to-do Malays, Siamese, and Chinese brings these "Dutch wives" into great prominence, so that they might perhaps be introduced with benefit into those other tropical climates where hill or early morning diarrhoea is common and where their use is not known or fully appreciated from a prophylactic point of view.

The points which I should like to emphasize are that, in my opinion, (1) "early morning diarrhoea" is a better name than "hill diarrhoea" since out of India the disease is commonly met with on the plains; (2) a chill to the liver is the sole origin of a very large number of attacks; (3) it bears a close resemblance to the early stages of sprue and not infrequently develops or lapses into it; and (4) the "Dutch wife" is a more valuable guard to the abdomen at night than a cholera belt.

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	114
Do. demand	113 1/16
Do. 4 months' sight	113
France—Bank T.T.	242 1/2
America—Bank T.T.	47
Germany—Bank T.T.	1.97
India T.T.	143 1/2
Do. demand	143 1/2
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	94 1/2
Java—Bank T.T.	115 1/2

Buying.	
4 months' sight L/C.	111 1/2
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	47 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	242 1/2
6 months' sight do.	242 1/2
4 months' sight Germany	1.97 1/2
Bar Silver	201 1/2
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:	
	Per chest
Malwa New	1,075/1,100
Old	1,175/1,180
Older	1,200/1,200
Oldest	1,300/1,350
Patna New	1,105
Behar New	1,115
Persian (Paper)	78/1919

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an ornament of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease,—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

Entertainment.

HONGKONG PHILHARMONIC
SOCIETY.A CONCERT will be given by the above Society in the THEATRE ROYAL, on THURSDAY, 16th February, at 9 P.M., under the distinguished patronage of His Excellency the Governor. The Programme will consist of Orchestral Pieces, Solos and the Naval Cantata "THE REVENGE," Tennyson's Poem set to music by C. V. Stanford, performed by the Choir and Orchestra.
Tickets: Price \$3, \$2 and \$1, obtainable at the ROBINSON PIANO CO.
Hongkong, 8th February, 1905. [227]

Auctions.



PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
TO-MORROW,
(WEDNESDAY), AND THURSDAY,
the 15th and 16th February, 1905, at 10 A.M. each day, at
H. M. NAVAL YARD,
SUNDRY NAVAL, VICTUALLING,
OBSOLETE AND CONDEMNED
STORES,Comprising—
BOAT'S ENGINES, WILLAN'S ELECTRIC LIGHT ENGINE, ELECTRIC CABLE, MACHINES VENTILATING AND DRILLING, LATHE, BRASS, COPPER, IRON, MANGANESE BRONZE, PAPER, STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, &c.
TERMS OF SALE:—As customary.HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 14th February, 1905. [221]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to Sell by
PUBLIC AUCTION,
For Account of the Estate of the late
ALFRED WRIGHT,
TO-MORROW,the 15th February, 1905, at 2.30 P.M., within his residence, No. 2, Salisbury Avenue, Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Catalogues will be issued,
TERMS:—As usual.HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 14th February, 1905. [221]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 17th February, 1905, at 11 A.M., at their
Sales Rooms, No. 3, Des Vaux Road,
corner of Ice House Street,
A GREAT ASSORTMENT OF
ENAMELLED WARE GOODS,
Comprising—TIFFIN CARRIERS, TEA AND CO. FIRE
POTS, SAUCEPANS, SOUP LADLES,
&c., &c., &c.;
ALSO
A Quantity of AUSTRIAN RUBBER
SHOES.TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th February, 1905. [220]

Intimations.

YOU WANT
PROVISIONS
AND
WINES
IN
1905.

GET YOUR SUPPLIES

FROM

R. Perez & Co.

(SUCCESSORS TO

A. CHAZALON & Co.

AND

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and
Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 7th January, 1905. [31]

THE WINE GROWERS
SUPPLY CO.HARRETTO & Co.,
General Agents, Hongkong.

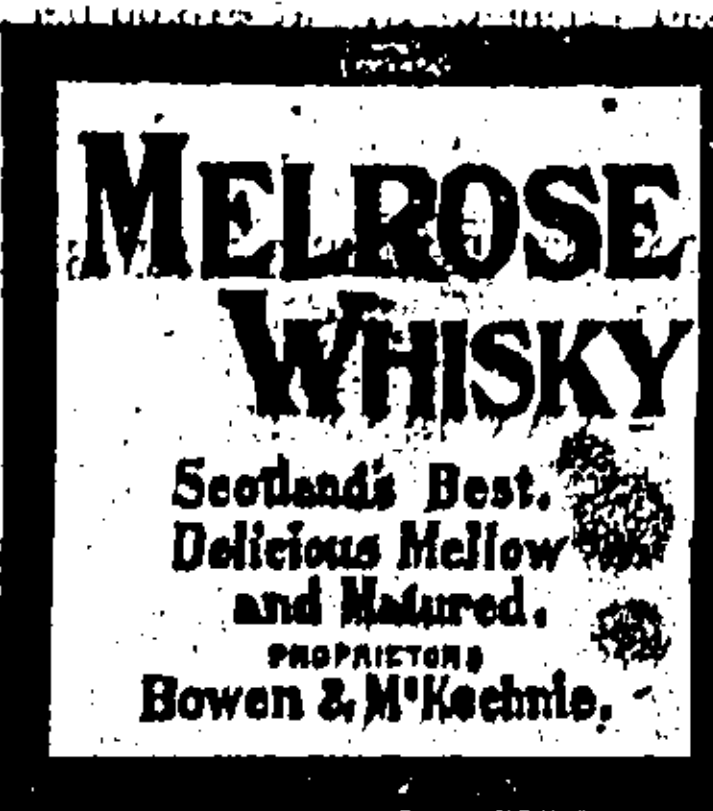
PORT WINE.

Direct shipments from the
COMPANHIA AGRICOLA E COMMERCIAL DOS
VINHOS DO PORTO,
(Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

	Per Case of 1 Dozen.
Dry No. 1	Selected Old Port \$50.00
" 2	" " " 35.00
Quinta do Porto	" " " 30.00
Dry No. 3	" " " 25.00
Quinta da Granja	" " " 20.00
Tawny, 1887, Vintage	" " " 15.00
Tawny, (White Label)	" " " 14.00
Medium Tawny, (Brown Label)	" " " 13.00
White Tawny, (White Label)	" " " 12.00
Full Wine, (Brown Label)	" " " 11.00
White Tawny, (Brown Label)	" " " 10.50
Light Tawny, (Brown Label)	" " " 10.00

OEPA RUBY
RIOJA CLARET,
\$6.00 ... per dozen,Direct Importers of Wine, Beer and Spirits
from well-known Growers, Brewers and
Distillers. Price List on application.BARRETTO & Co.,
Agents,

Nos. 23 & 24, Bank Buildings

Queen's Road Central,
Hongkong, 26th January, 1905. [48]

TELEGRAMS.

[Russia.]

Russia.

LONDON, 12th February.

The general strike has been resumed at Warsaw.

There is a revival of anxiety at St. Petersburg.

Later.

Yesterday passed quietly in St. Petersburg, the strikers being overawed by the display of military force.

The situation in Poland is still serious.

America and Japan.

The arbitration treaty between America and Japan has been signed at Washington.

The Chinese Loan.

There was a great rush of subscribers to the Chinese 5% Loan at the Hongkong & Shanghai Bank, the crowds being controlled by the police. The issue was closed immediately instead of Monday, and is largely over-subscribed.

Later.

The Third Baltic Squadron.

The third Baltic squadron has been ordered to be ready to sail immediately.

Germany and the Baltic Squadron. Five Russian cruisers anchored in German waters at Dar-es-Salaam, East Africa, were ordered to leave, and complied.

THE STERLING DRAFT CASE.

JUDGMENT FOR PLAINTIFFS.

At the Civil Summary Court this afternoon, His Honour the Puisne Judge (Mr. T. Sercombe Smith) gave judgment in the action brought by the Deutsche-Asiatische Bank against a native Hong, known as the Wing Shing Hing Bank, doing business at 102, Wing Lok Street.

Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. H. N. Ferrers (instructed by Mr. P. W. Goldring) for the defendants.

Plaintiffs alleged that they had suffered damage by reason of the breach by the defendants of a contract dated the 4th October, 1904, and made between the plaintiffs and the defendants whereby the last-named agreed to purchase from the plaintiffs a sterling draft on London, payable on demand, for the sum of £2,000 sterling, at exchange 1/9, and which said contract was to be completed on the 30th November, 1904. The defendants failed to complete their purchase on due date, and the plaintiffs had accordingly suffered damages to the extent of \$78.84 by such breach. The sale of the draft on October 4th at 1/9 amounted to \$21,942.86, and the cost on the 30th November at 1/10 1/16 amounted to \$21,572.02, hence the sum claimed.

In giving judgment for the plaintiffs with costs, His Honour said that the books of the defendant Bank appeared to have been kept properly. The fact of the absence of any reference in them to the present transaction, extended no further to the facts of the case, than this, viz: that the defendants had no knowledge that Li Yuk Chu had negotiated the contract now sued upon. This however could not affect the defendants' liability. He also certified for Counsel.

Mr. Pollock applied for immediate execution. The case had been very strenuously contested, and two of the parties on the other side had admitted that they were partners.

His Honour refused the application, until after the expiration of the ordinary seven days.

JEWISH FESTIVALS.

The Headquarters Offices have published the following copy of War Office letter, for information:—

"I am directed to inform you that, provided exigencies of the service permit, approval is given for passes to be granted to all soldiers of the Jewish persuasion, who may be desirous of observing the undermentioned Festivals during the current year, and I am to request that you will be so good as to issue the necessary orders accordingly:—

Passover, 4 days, April 20th, 21st, 26th, and 27th. Pentecost, 2 days, June 9th and 10th. New Year, 2 days, September 30th and October 1st. Day of Atonement, 1 day, October 9th. Tabernacles, 4 days, October 14th, 15th, 21st and 22nd.

A CHINESE CLUB.

RAIDED BY EUROPEANS.

It is not often the citizens of this Colony are startled by such strange occurrences as that reported to the police last night, when a Chinaman, member of a Chinese club in Jervois Street, called at the Central Police Station, and reported that four Europeans, whose names he did not know, had called at the club, and after holding up the members, raided the club. One of them, at least, it was stated, had a revolver, with which he threatened the members of the club and which he also used to rap one man over the fingers, who tried to resist their attempt to enter the room. The men managed to secure \$30, and it is alleged that they made off with this sum, and on that the report was made. The matter was taken in hand and detectives placed on the case, Inspector of Detectives Mursion investigating the affair, and finally arresting two men named Brown and Burke, on suspicion of being concerned in the armed robbery. It is believed that the four men had, earlier in the evening, been gambling in the Club, and thus, in the various games, found they had lost all their money, and so, later, returned and raided the Club, with the view of regaining by that means what they had lost in the games of chance. The arrests of the other two men are expected to be implicated in the affair are expected to be effected shortly, when they will be given a hearing before one of their Worship at the Magistracy. It is understood that the men arrested are unemployed.

OUR RATTAN INDUSTRY.

INTRODUCTION OF LINEN FIBRE.

VISIT TO HARRIS-KEENEY COMPANY'S WORKS.

Rattan work is one of the recognised industries of the East. On every hand the craftsman's handiwork in this particular line of business is in evidence, yet comparatively few people in Hongkong are likely to take the trouble to ferret out the methods adopted in manufacturing the rattan furniture which appears in every house, from the richest to the poorest. It is doubtful, indeed, if the majority of people have any idea whence the rattan comes. At various places, the canes may be seen standing outside Chinese houses, ready apparently to be converted into the long chair—which is the chief cause of lounging here as elsewhere—or a hundred and one nick-nacks, from a lady's workbasket to a baby's cot. Hongkong, however, is one of the important centres of the rattan industry, and the chief factory for the manufacture of all sorts of rattan furniture is that known as the Harris-Keene Company's Grass and Rattan Factory, situated on the Shaukiwan Road. A representative of the *Hongkong Telegraph* visited the establishment the other day with the object of gaining some insight into the working of the factory, and the processes employed whereby the willow wands are bent and twisted into all manner of shapes.

AMERICAN ENTERPRISE.

The Harris-Keene Company is an American concern, in the sense that the two partners are Seattle men. And the story how they came to set up business in Hongkong is an interesting one. Mr. Thomas P. Keene had long held the idea that there was a bright future for the rattan industry, if only a couple of energetic men took it in hand. He looked at the rattan chairs produced by Chinese labour, as they appeared when landed in San Francisco or Seattle, and he saw that they were of the roughest description. It is possible, he said to himself, to get these people to do things right, so he came to Hongkong in 1902 and remained in the Colony for six weeks. In that short period he had learned all the ins and outs of the rattan trade; he recognised its possibilities and saw that the business then being done could be doubled and trebled in a very short time if only intelligent men, and men of ideas, were at the head of affairs. When he returned to America he had 100 rattan chairs in the vessel's hold, chairs which had been made to his own designs and under his own supervision. The chairs caught the popular fancy and went off like hot cakes. To make a long story short, the enterprising Westerner joined partnership with Mr. Emmet Harris and the Harris-Keene Company was the result. The Company has now been at work nearly two years and the belief of the partners in the ultimate success of their business has been more than verified.

WORLD-WIDE CONNECTIONS.

At the present time the Company are shipping every kind of rattan work to all parts of the world. The stores are filled with big crates for Durban, South Africa; for San Francisco and Manila. They have contracts to supply goods all over South Africa, sending so many a month; they are shipping regularly to Copenhagen, Berlin, to Australia where the Company have a special agent, New Zealand, India, and the Philippine Islands. Curiously enough, New York and London are the only two great centres which the Company have failed to invest in their ramifications. With regard to New York, the Company have been trying in every way possible to reach that market, but so far without success, and why?

TARIFF AND TRANSPORTATION.

Simply on account of the prohibitive tariff and heavy transportation expenses. But now that the Great Northern Steamship Company have commenced running huge cargo boats across the Pacific, it is believed that freight charges will come down with a rush, and the New York market will come within the bounds of the Company's business. If they cannot get to New York by the Pacific then the Suez Canal route must be tried, for as Mr. Keene said: "Our big business is to be in New York, and we must and will get there." The *Minnesota*, one of the Hill boats, is on the way to Hongkong from the western coast of America and it will then be seen whether the freight charges are to be reduced. As to London, the Company are now in negotiation with a big firm there and it is expected that should these negotiations reach a satisfactory issue, a large business will result.

AT CHICAGO EXHIBITION.

Every year, two furniture exhibitions are held in Chicago, and at the exhibition which is now opened, the Harris-Keene Company have a floor space of 900 square feet. An assortment of the various rattan chairs, settees, and fancy articles in cane, grass and raw linen, which the firm are prepared to place on the market, is on view, and from all accounts the exhibit should lead to increased and widely extended demands. When it is remembered that at these exhibitions all the chief furniture manufacturers of America and Europe have stands, the position occupied by the Harris-Keene Company will be better understood, although anyone paying a casual visit to the factory at Shaukiwan will readily realise that the Company would occupy a leading place in any competition, where beauty of design, skilful workmanship, sound materials, and careful selection were required and appreciated.

EASTERN RATTANS.

Rattan is indigenous to Java, Sumatra, Borneo, the Philippines and some parts of China, but there is only one sort of rattan that is considered of any value and it comes from Java, "umatra" and "Borneo". The rattan from the Philippines is of poor quality and unsuited for factory purposes. It is true that a species of rattan which is particularly suitable for making into walking-sticks is found in the newest American colony, but that is about all that can be said about it. At least, there are no signs that a high-class rattan is to be got there. Even if it were, the Philippines are said to be so

dry that they would not take the trouble to prepare it for the market—and that they would establish factories to deal with it on the spot is out of the question altogether. The rattan found in China grows mostly in the southern districts, but it also is of inferior quality.

JAVA RATTAN.

Java sends more rattan to Hongkong than Sumatra and Borneo put together. It is a firm, plastic and reliable cane, which can be worked up into any design. Borneo rattan is coming to the front also, but it will take a pretty long time before Borneo becomes anything like a serious rival to Java. The rattan from the Dutch colonies goes in the first instance to Singapore, which is the distributing centre. The rattan is a clinging plant, and it grows to an immense length. "You will scarcely believe it," remarked Mr. Keene, "but I have seen rattan 300 and 400 yards long." At which we expressed astonishment.

CHINESE RATTAN DEALERS.

The rattan used by the Harris-Keene Company are obtained from the Chinese dealers at Wanchai and West Point. When the rattan arrives at Hongkong it is practically in the raw state. All sizes and lengths are jumbled together. The Chinese dealer sizes it. Although he has been at the business for years, the Chinese trader clings to the antiquated methods of his forefathers, with the result that the sizing is done by the crudest methods. The rattan is pulled through steel plates in which holes have been bored and it is sized. Then it goes to the factory where it is again carefully sized, and the best pieces put on one side. So much for the rattan.

RAW LINEN FIBRE.

But since Mr. Harris came to Hongkong he has discovered a material which rivals it, it does not surpass, the ordinary rattan, and that is raw linen fibre. The fibre comes from the interior of China and is a good deal more expensive than rattan, but the beautiful results which are obtained from its use in the construction of chairs, and the better class of work, amply compensate for the extra cost. The raw linen fibre comes in the form of ropes no thicker than a piece of ordinary twine, and its durability is beyond question. More than that, it takes on such agreeable gloss, and is so easily coloured for decorative purposes, that its use is a distinct gain to the realm of art furniture. What is the difference, it may be asked, between the linen fibre and rattan? Briefly it is this, that whereas ordinary rattan lends itself to only a few designs the linen fibre can be worked into all sorts of picturesque patterns, on account of its extreme pliability.

A COMPARISON.

It has to be observed that the articles turned out at the Shaukiwan factory are rather more expensive than those sold by the Chinese dealer. And it may be asked; why should this be so? Take the long chair for example, which we all know and appreciate. The Chinese chair rests, as a rule, on eight legs, none of which is of the same length. If the chair is wobbly, it is hardly to be wondered at. The braces are of bamboo, which is not the best material for distributing the strain. As a result the braces lose their grip. The rattan strands give way and begin to uncoil, and finally the chair collapses. On the other hand, the long chairs made by the Harris-Keene Company, rest on four legs, placed at the top and bottom, and the frames are of Malacca cane. The braces are strongly made, and reinforced by side braces which distribute the strain evenly all over the chair, so that when the chair is finished it is as safe and firm as a rock, although it still retains its elasticity and comfort.

CUSTOMER AND DEALER.

"The finish on one of our chairs," said Mr. Keene, "costs more money than the native chair when it is completed." He tells a story about a purchaser who wanted a chair even before it was in what he calls its "finished state." Truth to tell the average purchaser might well think that the chair, even before it has been singed and shellacked, and polished, and what not, was thoroughly well finished. At any rate this customer thought so. "I said to the purchaser," Mr. Keene remarked, "you can have the chair as it is if you like but I tell you it won't last 50 per cent. as long as a chair would in its finished state." The purchaser was not to be deterred, and the chair was given up. What the ultimate fate of that chair was it would be interesting to hear.

DESIGNING THE CHAIRS.

When a chair has to be made, the design is first drawn by Mr. Keene who is what might be termed the business manager of the firm. The measurements are then prepared, and these are sent to the frame maker who is coached by Mr. Keene in the requirements. The Chinese foreman, who, of course, is a walking encyclopedia, says he understands the idea right down to the ground, but occasionally it happens that as a frame maker he is a little bit off the base, so Mr. Keene says his right. The frame, then, is made, but it only serves as a model for other chairs of similar design. When the second frame is ready to go to the weaver, who is usually certain that he knows all that is worth knowing, and he does as a rule, but we are all liable to make mistakes and the weaver is no exception to the general rule. When this second frame has been under the weaver's hands and is certified to be up to the requirements, it becomes a model for the weaver and remains in stock. So that it is not until the third frame is made and has passed through the hands of the weaver that it is on anything like a fair way to completion.

AT SHAUKIWAN.

The buildings of the Company at Shaukiwan are very extensive, but they have one fault. There are no very partition walls and staircases that a great deal of space is lost. The question has been under the consideration of the Company as to whether anything should be done to secure more accommodation, but nothing has yet been decided upon. There are two storeys above the ground floor and each is packed to its utmost capacity. When it is stated that the average number of men at work is 200, and the usual stock kept on the premises is something like 5,000 articles, some idea of the extent of the business done by the Company may be gained. And orders are flowing in so fast that it takes the Company all they can do to keep up with the demand. The character of the work turned out is best exemplified by the fact that although heavy duties have to be paid in many of the countries served by the Company before their goods can be landed, they are able to meet these charges and yet compete with local firms which are protected by tariff regulations.

SKELETON WORK.

In the frame making department, the skeleton chairs are built. The Malacca cane used

in the frame is a great advance on the bamboo which is commonly employed. Malacca cane is easily manipulated and it can be nailed or screwed in a way impossible with bamboo. The bending process is interesting. A Chinaman takes up a roll of the leaves which form sugar baskets, and sticks it on a nail. He lights the roll and passes the Malacca cane over the flame, holding the cane in a wedged staff. By continually working the cane, he gets it into proper shape and when cooled the curve remains. Steam was tried at first, but it spoiled the wood and failed to retain the curve or crook which was intended. Then the Malacca cane goes through gelatine glucose which fills the pores of the rattan and renders it impervious to the weather. "It should be added that the nails used in the industry are all tinned so that they may not rust."

WEAVING.

From the framemaker's shop, the skeleton goes to the weaver. In the case of a rattan chair a great deal has to be done in order to give the chair a good appearance. Ordinary rattan is fuzzy, and if that were allowed to remain, as it is on ordinary native-made chairs, the furze would be a regular harbour for bugs. But at the Shaukiwan factory the chairs, after passing through the hands of the weaver, are taken to another room and hung on hooks which depend from the ceiling. A piece of cotton wool is then dipped in alcohol, lighted, and all the fringes are carefully burned out.

CHINESE CONSERVATISM.

In this connection, a rather interesting remark was made by Mr. Keene. He stated that when he first started, he invented a handy little instrument to hold the flaring alcohol and he naturally thought that the Chinese workmen would appreciate his thoughtfulness. Not a bit of it. They would have nothing to do with his invention. They had been accustomed to their own rough-and-ready methods and they intended to stick to them. He gave up his invention in despair and the workmen are happy in the knowledge that they are not dealing with any new-fangled notions. In other respects, also, the Chinese at Shaukiwan have shown their conservative ideas. Two machines, one for drilling and another for turning were brought out from America. They stand useless in the factory, because the workmen will have no "truck" with modernity. In fact, Mr. Keene gave up his suggestions in these respects in despair and the workmen are quite contented.

COLOURING THE FIBRE.

The rattan chair has to be "dipped" in big baths of gelatine to fill up the pores, and afterwards it is "painted" with shellac which gives the gloss. In the case of chairs made of raw linen fibre or sea grass, these are stained in another bath and afterwards painted the colour desired. Green seems to be the favourite and it certainly appears to suit the character of these chairs to a nicety.

GALA CHAIRS.

With regard to the completed article, Mr. Keene showed the pressman a variety of chairs all built from his own designs. There were chairs with rockers—which are of camphor wood—office chairs which came to pieces for cleaning purposes, travellers' chairs which folded up like a camp bed, chairs with leather seats that could be removed, and chairs with linen fibre seats stuffed with rattan shavings. Several chairs had the frame work painted with aluminium paint—Messrs. Carmichael and Clarke's patent—and they looked exceedingly handsome in their gala dress. It is proposed at some time in the future will be imported for that purpose. An ingenious design was that of two Chinese hats, inverted, made into a lady's workbasket.

IN AMERICA.

The Company are turning out rattan and fibre chairs at the rate of a thousand a month, although if it were absolutely necessary they could manage to produce two thousand, which is not bad for what may be called a comparatively new business. Mr. Harris is the travelling manager and he has just completed a very successful tour through the Southern States. His office is in Seattle, but he intends visiting the Eastern States soon and may take a run across to London with the object of opening up connections there. The Company, which Messrs. Harris and Keene have started in Hongkong is one of the most flourishing in the Colony as it deserves to be, considering the amount of energy and solid hard work which the partners put into it.

SHIPPING JETSAW.

MORE ODDURATE SEAMEN.

Sitting late last evening the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, heard another case against recalcitrant seamen.

In this case John Moodie, Master of the British ship, *Egmont Castle*, prosecuted fourteen of his crew for refusing to continue the voyage and thereby impeding the progress of the vessel on her voyage to Japan. John Moodie, sworn, stated that he was master of the *Egmont Castle*. On the 11th inst. he arrived in the port for orders, but was informed no orders had yet been received from the owners. On returning on-board the same afternoon several of the crew came to him and asked him where the vessel was going to. On witnesses telling them that she would probably go to Japan, the defendants, those present in Court, refused to proceed with the ship.

In the Court, the men assigned no reason whatever for not wishing to proceed to Japan. Witness is carrying coal from Cardiff. He did not know of its destination until his arrival here.

Jorgeson, acting as spokesman for the other defendants, said Japan was a Power at war, and that by going there they were liable to lose their effects, as coal is contraband of war.

Other defendants, speaking up, said they could not get fresh water on board, and the provisions were very bad, and they did not sign on for Japan.

Captain Moodie here produced the ship's articles showing where the signatures of the defendants had been placed. The services on these articles included ports in Japan.

Jorgeson, to the Court, recalled, said they all wished it to be understood that they were not making any charge with respect to the provisions, but that they were not willing to proceed to Japan.

The Court then gave each of the defendants, individually and in rotation, an opportunity to return to his duties aboard his ship, but only one consented to do so.

His Worship then, addressing the men, said: "This is the second case of a similar nature I have had to deal with in one day. I regret to have to record the fact that men are to be found willing to prefer punishment to undertaking a voyage which the promptings of a fearful heart magnify into a risk, which does not exist. I explained this so fully when you interviewed me in my office before coming into Court, that nothing remains for me but to punish you for the offence for which you are being prosecuted. You are each sentenced to a term of two months' imprisonment, and should your vessel return to Hongkong before the expiration of your sentence, you will be replaced on board of her."

The fourteenth man returned to his duty on board.

HEAVY CLAIM FOR BREACH OF CONTRACT.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) the action brought by the Yan Cheong firm, yarn merchants of Bonham Strand East, against the Sam Yee, Limited, to recover \$11,991 damages for breach of contract, was continued.

Hon. Mr. E. H. Sharp, K.C. (instructed by Mr. John Hastings) appeared for the plaintiff firm, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) defended.

The managing partner of the plaintiff firm was further cross-examined, and taken over practically every item in a very prolix statement of particulars. He had contracts with other dealers besides the defendants to supply him with yarn. Because he could not get yarn from defendants he had to buy extensively from other firms.

The accountant of the plaintiff firm gave evidence as to the failure to deliver the yarn. Cross-examined he said his salary was \$10 a month and odds and ends (Laughter). Asked to explain "odds and ends" he said he got the hoops off the bales, and other perquisites, whilst in common with all the employees, he received a small percentage on the profits of the business. Witness, asked as to a certain account, said he could not remember the circumstances as it was several years ago. Corrected as to this, he said "well it was the year before last." The witness spoke as to the necessity for taking yarn from other firms, through defendants being unable to deliver. It was the custom to give twenty-four hours' grace on time delivery. The Sam Yee firm put people off continually, other firms very rarely. The case was further adjourned.

CANTON NOTES.

[From Our Correspondent.]

Canton, 13th February.
S.S. "SAN CHEUNG" BREAKDOWN.

The S.S. *San Cheung*, which left Hongkong last night, for this port, did not arrive until after 9 o'clock this morning. On inquiry as to the delay it was found that she had to make most of the journey working only one propeller, the shaft of the starboard propeller having met with accident.

THE "TAI-WAN."
Messrs. Butterfield and Swire's steamers *Tai-wan*, which has been lying in the Back Reach for some days, last night attempted to cross the Honan inner anchorage, without a pilot aboard, and took the ground where she is still lying at the time of writing (5.30 p.m.).

She is expected to float off to-night if tide proves favourable; she is at present lightening, discharging her cargo into lighters and junks which were dispatched to her as soon as she took the ground.

NEWS ITEMS.

Ordinary business is at last assuming the usual tenor of its way after the enforced holidays consequent upon China New Year. There are no less than sixteen Ocean steamers in the anchorage and another eight still lying at Whampoa waiting to come up to Canton. The steamers' officers during the holidays have been well entertained by the Customs Staff, and a French play was given at the Canton Club Theatre by the Canton Amateur Theatrical Society. Last Saturday evening a concert was given at the Customs Club, which concluded a week of frivolity.

A concert was given by members of the Customs at Honam and was given as a farewell to Mr. Thomas of Robinson & Co's, who is leaving Hongkong to take up the firm's interest in Shanghai. Amongst the artists were Messrs. Morgan, Craig, Daniel, and Husted, Mr. Thomas, acting as accompanist, also giving some good selections. A whistling solo and an imitation of Paderewsky, were thoroughly enjoyed. Mr. Thomas left by the S.S. *Hughes* on Monday morning.

The weather has been bitterly cold lately, and it is reported that at 4 o'clock this morning there was ice on board the ships in harbour. Later in the day the sun tried to put forth its long expected rays and the thermometer went up a little. At about noon the sun shone beautifully. A rain storm last night must have cleared the air. The lowest thermometer reading this year is 35° Fah.

To-day's Advertisements.



PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR of the SUPREME COURT, to sell by PUBLIC AUCTION, TO-MORROW (WEDNESDAY), the 15th February, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 14th February, 1905. [242]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY, the 17th February, 1905, at 3.30 P.M., at the Kaiping Storage Ground, Yau-ma-tei, ABOUT 780 TONS OF WASHINGTON KIRIGOMI COAL, (in good order and condition).

TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 14th February, 1905. [248]

THE DAIRY FARM COMPANY, LIMITED.

DEPOT: CORNER OF WYNDHAM STREET and LOWER ALBERT ROAD.

HOME-FED CAPONS AND CHICKENS, 35 Cents per Pound.

ALSO Sheep Kidneys (Australian)..... 5 cents each. Sheep Tongues ".....20 " " "

Compare these prices with those ruling in the market.

Hongkong, 14th February, 1905. [45]

To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 15th February, 1905. SHAREHOLDERS are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 14th February, 1905. [344]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY, AND SATURDAY (OFF-DAY), 21st, 22nd, 23rd and 25th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day.

Tickets for the Off-Day, \$2. No admission without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course, Hongkong, 14th February, 1905. [245]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND AND ENCLOSURE during the Races on the 21st, 22nd, 23rd and 25th instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after WEDNESDAY, 15th instant.

All tickets must be produced to gain admission. T. F. HOUGH, Clerk of the Course, Hongkong, 14th February, 1905. [246]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the Race Days WITHOUT TICKETS, which can be had on application to the Under-Secretary between WEDNESDAY, 15th, and MONDAY, 20th inst.

T. F. HOUGH, Clerk of the Course, Hongkong, 14th February, 1905. [247]

SHEWAN, TOMES & CO.

FOR SHANGHAI (DIRECT). THE Steamship "CHEFOO" will be despatched for the above Port, on or about 15th February, at 5 P.M.

For Freight, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 14th February, 1905. [243]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship "LAISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, FRIDAY, the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers, Hongkong, 14

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	16th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ANTENOR"	5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	10th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW and LIVERPOOL	"MACHAON"	18th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	18th March.
GLASGOW and LIVERPOOL	"OANFA"	21st March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.

S.S. "ACHILLES," from U. K., left Singapore at noon on the 10th inst., and is due here
at noon on the 16th.

OUTWARDS.

FOR	STEAMERS	TO SAIL.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL.
VICTORIA, SEATTLE, TACOMA, and	"PINGSUEY"	6th March.
all PACIFIC COAST PORTS, and		
NAGASAKI, KOBE and YOKOHAMA	"OANFA"	24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th February, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	"KWANGSE"	15th February.
SHANGHAI	"TAIWAN"	16th "
NINGPO and SHANGHAI	"SZCHUAN"	17th "
CEBU and ILOILO	"SUNGKIANG"	18th "
MANILA	"FEAY"	21st "
KOBE	"THANGSUA"	22nd "
CEBU and ILOILO	"KATONG"	23rd "
TIENSIN	"YANGU"	25th "
CHEFOO and TIENSIN	"OHIELI"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hon. kong, 14th February, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th Feb., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 25th Feb., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th February, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship.	Tons.	Captain.	For	Sailing Dates.
"ARAGONIA"	5,198	Schmidt	March 5th, 1905.	
"NICOMEDIA"	4,370	Wagner	March 31st, "	
"NUMANTIA"	4,370	Bremer	April 20th, "	
"ARABIA"	4,483	Bahr	May 11th, "	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply toSHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, "
"NUMANTIA"	4,370	Bremer	April 20th, "
"ARABIA"	4,483	Bahr	May 11th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger
Street, has always on handFIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.
Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,338 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey...\$4
Meals...\$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is fitted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class...\$3.00 for Single Journey,
and " " 1.50 " "
Meals...1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, ON EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.
The steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON S.S. CO., LD.,
S. A. NORONHA,
Macao Agent.
Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 25 cents; Steerage, 10 cents.
TIPPIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG,

1904.

"SATSUMA" 20th Feb., 1905.
"RICHMOND CASTLE" 4th March, "
"SAINT FILLANS" 17th " "

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th February, 1905.

Shipping—Steamers.

NORDDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.FOR KOBE AND YOKOHAMA.
THE Imperial German Mail Steamship"PRINZ SIGISMUND,"
of the NORDDEUTSCHER LOYD,
Captain Lenz, will leave for the above places,
TO-MORROW, the 15th inst., at Daylight.NORDDEUTSCHER LOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 14th February, 1905.IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LOYD, BREMEN.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.THE Imperial German Mail Steamship
"PRINZESS ALICE,"
Captain P. Wetten, due here with the outward
German Mail about WEDNESDAY, the 15th
inst., will leave for the above places about
12/24 hours after arrival.NORDDEUTSCHER LOYD,
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 13th February, 1905.NAVIGAZIONE GENERALE ITALIANA,
(Ritiro and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEBANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF, and BAGDAD, also BARCE-
LONA, VALENCIA, ALICANTE,
ALMERIA and MALAGA).THE Steamship
"CAPRI,"
Captain Belsito, will be despatched as above,
TO-MORROW, the 15th instant, at Noon,
instead of as previously advertised.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 14th February, 1905.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG,"
Captain P. H. Rolfe, will be despatched as
above, on FRIDAY, the 17th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 10th February, 1905.FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"ARRATON APCAR,"
Captain E. Foy, will be despatched for the above
Ports, on SATURDAY, the 18th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th February, 1905.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship
"PURNEA,"
Captain Pearson, will be despatched as above,
on SUNDAY, the 19th instant, at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 13th February, 1905.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.THE Company's Steamship
"LAISANG,"
Captain P. M. B. Lake, will be despatched as
above, on TUESDAY, the 21st inst., at Noon.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 13th February, 1905.

Consignees.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARABIA,"

FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by me in
any case whatever.ALLAN CAMERON,
General Agent.

Hongkong, 8th February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. *Oriana*.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-MORROW.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 10th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"JAPAN,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. *Oriental*.
Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-MORROW.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 10th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"PEKIN,"
FROM BOMBAY AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 9th February, 1905.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH AND
LONDON.THE Steamship
"MERIONETHSHIRE,"
Captain C. H. Burch, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk in the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th instant will be sub-
ject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 16th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 10th February, 1905.

NOTICE TO CONSIGNEES.

STEAMSHIP "GERMANICUS,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature, and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by me in
any case whatever.DODWELL & Co., LIMITED,
Agents.

Hongkong, 8th February, 1905.

Consignees.

"BEN" LINE OF

ARR:V.C.S.

[illegible]

* Flag of Admiral Sir Gerard J. Noel, Commander-in-Chief.
* Flag of Rear-Admiral the Hon. A. G. C. Nixon, C.B., C.M.G.

HONGKONG

Robin	river gunboat
Rosario	sloop
Saaddiper	river gunboat
Sirius	cruiser, and class
Snipe	river gunboat
Taku	torpedo boat destroyer
Tamar	receiving ship
Teal	river gunboat
Thetis	cruiser, and class
Tweed	coast defence gunboat
Vengeance	battleship, 1st class ...
Virago	torpedo boat destroyer
Waterwitch	surveying ship
Whiting	torpedo boat destroyer
Woodcock	river gunboat
Woodlark	river gunboat

McK
Cent

Sandpiper	...	...	river gunboat	...
Sirius	...	...	cruiser, 2nd class	...
Snake	...	...	river gunboat	...
Taku	...	...	torpedo boat destroyer	...
Tamar	...	...	receiving ship	...
Tartar	...	...	river gunboat	...
Thetis	...	...	cruiser, 2nd class	...
Tweed	...	...	coast defence gunboat	...
Vengeance	...	...	battleship, 1st class	...
Virago	...	...	torpedo boat destroyer	...
Waterwitch	...	...	surveying ship	...
Whiting	...	...	torpedo boat destroyer	...
Woodcock	...	...	river gunboat	...
Woodlark	...	...	river gunboat	...

Br. ship, 1,991, P. A.

Barbillon, P.	Marriott, Dr. O.
Bingham, Mr. & Mrs.	Marlin, J. S.
T. E. and child	Matson, F.
Birbeck, R. J.	McAran, T. P.
Bissell, W. S.	Miller, P. L.
Blair, D. K.	Moffat, G.
Boggan, Mr. and Mrs.	Moir, R. N., Lt. and Mrs.
and infant	W. M.
Bonner, E. A.	Moon, Mr. & Mrs. E. M.
Borneman, F.	Newall, S. G.
Borthwick, R. W.	Newington, A. G.
Borthwick, Mrs. R. W.	Nikilin, Mr.

1. 1. 1.

Brown, M. S.	Oosterloo, Miss A. von
Broughall, L.	Parfit, W.
Cadle, Miss L.	Pattie, Mrs. J. A.
Calles, Mr. and Mrs.	Perkins, Mr. and Mrs.
Campbell, Mr. & Mrs.	T. L.
Clark, Dr. Francis	Potts, W. H.
Clark, Dr.	Puddephat, W. T.
Clark, W. G.	Purvis, Capt. and Mrs.
Croley, F. D.	Quin, Jas.
Cunningham, G.	Ranney, F. O.
Davies, F. O.	Ranney, Mrs. F. O.
Davies, Mrs. J. T.	Rice, P. F.
Deacon, F. B.	Roach, Mrs. J. S. and child

Die at Kowloon

Douglas, Capt. & Mrs. J.	Rutherford, W. H.
Douglas, J. P.	Rutherford, N. H.
Downing, Mr. and Mrs.	Sayle, R. T. D.
T. C.	Schmidt, W. E.
Edwards, G. H.	Scott, Mr. & Mrs. J. C.
Emerson, A.	Skott, C.
Felvous, C. P.	Smith, R. Gordon
Fisher, H. G.	Somerville, Geo.
Foster, Dr. A. F.	Soper, C. H.
Fox, Mr. and Mrs. H.	Stafford, F. C.
T.	Stanolk, Mr.

rd—10th January—(Aachen)
Boulevard, Koenigsberg, 1

Gilchrist, J. R.	Strachl, G.
Glover, C.	Sweeting, H. S.
Glady, Mr. & Mrs. A. N.	Thiel, C.
Goethe, C.	Thomas, C. B.
Graham, C. A.	Thompson, A.
Graham, F.	Thomson, Dr. J. C.
Grant, A. W.	Thornborrow, J.
Gray, H. C.	Torstick, E. L.
Gulieling, Miss M.	Trimnell, W. D.
Hall, Capt. T.	Tucker, W.
Hanson, J.	Tuinnell, Mrs. L. G.
Harding, R.	Vida, F. R.
	Wagner, H.

from Manila :- Stru
y high sea

chur, 24th January—*Nadia*, 27th January—*Selsdon, Suetlin*, 1st February—*Helene Kriemers, Barotze*, 4th February—*Silwina*, 7th February—*Dumbda, Secetry*, 10th February—*Kinkak*.


Arrivals at Home—10th January—*Brigade, Claverbury, Junior, Slavania*, 13th January—*Agacemnon, Heatlight, Pretzen*, 17th January—*Pera*, 24th January—*Fulldon Hara Ceylon, Prinz Bittel Friedrich*, 1st February—*Diamond, Segovia*, 4th February—*Alben Seydlitz*, 7th February—*Indriewadi, Mani Calchai*, 10th February—*Singemabai, Knight of St. George, St. Hugo, Cundia*.

STEAMERS.

Canton—*Per Fatschan*, 15th Feb, 7.30 A.M.
 Macao—*Per Wingcheai*, 15th Feb, 7.30 A.M.
 Singapore, Penang and Bombay—*Per Cap*
 15th Feb, 10 A.M.
 Europe, Xc. India, Yta Titularin-
Zieten, 15th Feb, 11 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama
 Victoria and Vancouver, B.C.—*Per Alhena*
 15th Feb, 11 A.M.
 Kobe and Yokohama—*Per Poschan*, 1
 Feb, Noon.
 Macao—*Per Heungshan*, 15th Feb, 1.15 P.
 Chinkiang and Wuhu—*Per Hellas*, 1
 Feb, 3 P.M.
 Shanghai—*Per Taiwan*, 15th Feb, 3 P.M.
 Saigon—*Per Lueris*, 15th Feb, 3 P.M.
 Hongkong—*Per Chefoo*, 15th Feb, 4 P.M.
 Kiangmoen, Kunchuk and Kiukong—
Tak Hing, 15th Feb, 5 P.M.
 Canton—*Per Pooan*, 15th Feb, 5 P.M.
 Namtao—*Per Talcum*, 15th Feb, 5 P.M.
 Sanbue—*Per Hoi Fu*, 15th Feb, 5 P.M.
 Canton—*Per Hsian*, 16th Feb, 7.30 A.M.
 Macao—*Per Wingcheai*, 16th Feb, 7.30 A.M.
 Swatow—*Per Hsianm*, 16th Feb, 9 A.M.
 Macao—*Per Heungshan*, 16th Feb, 1.15
 Shanghai—*Per Kwangsi*, 16th Feb, 3 P.M.
 Kiangmoen, Kunchuk, Shuiling and T
 hing—*Per Samul*, 16th Feb, 4 P.M.
 Canton—*Per Hankow*, 16th Feb, 5 P.M.
 Kudat and Sandakan—*Per Mausang*,
 Feb, 5 P.M.
 Namtao—*Per Talcum*, 16th Feb, 5 P.M.
 Sanbue—*Per Hoi Fu*, 16th Feb, 5 P.M.
 Canton—*Per Kinsan*, 17th Feb, 7.30 A.M.
 Macao—*Per Wingcheai*, 17th Feb, 7.30 A.M.
 Moji, Kobe, Yokohama, Victoria, B.C.,
 Tacoma, Wash.—*Per Hyades*, 17th Fe
 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama
 Honolulu and San Francisco—*Per China*,
 Feb, 11 A.M.
 Macao—*Per Heungshan*, 17th Feb, 1.15
 Manila—*Per Yuenang*, 17th Feb, 3 P.M.
 Ningpo and Shanghai—*Per Saichuen*,
 Feb, 3 P.M.
 Canton—*Per Poyan*, 17th Feb, 5 P.M.
 Namtao—*Per Talcum*, 17th Feb, 5 P.M.
 Sanbue—*Per Hoi Fu*, 17th Feb, 5 P.M.
 Canton—*Per Hankow*, 18th Feb, 7.30 A.M.
 Macao—*Per Wingcheai*, 18th Feb, 7.30 A.M.
 Manila—*Per Zofiro*, 18th Feb, 9 A.M.
 Macao—*Per Heungshan*, 18th Feb, 1.15
 Singapore, Penang and Calcutta—
Avratto Apsar, 18th Feb, 2 P.M.
 Cebu and Iloilo—*Per Sungkiang*, 18th
 3 P.M.
 Yokohama—*Per Itahs*, 18th Feb, 4 P.M.

Bunsey, Col. and Mrs.	Parker, Mrs.
F. W.; and children	Paxton, Capt. H. W.
Chapman, A.	Phillips, Major
Chichester, Major and	Pollock, K.C., Mr.
Mrs. A. A.	Robert, A. G.
Clark, Mr.	Ryder, Mr. and Mrs.
Courtney, C.	Sawyer, Mrs.
Dauid, J.	Smith, C. W.
David, Jr., Mr.	Smith, A. Findlay
Dixon, Mr.	Smith, Mr. and Mrs.
Dymock, Lieut. A.	Spalckhaver, W. O.
Gales; Capt.	Stevenson, D.
Grant, A. R.	Steen, Mr.
Hassan, Mr. and Mrs.	Stokes, Mr.
Haynes, Col.	Stoppa, Mr.
Hazeland, F. A.	Story, Mr.
Holborow, Mr.	Thomson, Mr. & M.
Hudd, D.	W.
Jeffries, H. U.	Turner, Miss
Joseph, Mr. and Mrs.	Uffel, W. von
Josling, Major C. L.	Watkins, R.E., C.
Kaye, Major and Mrs.	and Mrs.
Koyle, Lady F. & maid	Wenborn, S. T.
Laing, Mr.	White, Dr. and M.
	M. J.
CRAIGIEBURN.	
Bird, Mr. & Mrs. L. G.	Skottowe, Mr. and
Dunn, G. H.	W.
Franklin, G.	Smith, Mr. and M.
Gaskell, Mr. and Mrs.	Grant
Holmes, N. M.	Southern, Mr. and
Morell, G. E.	and child
Nicholls, E. A.	Webb, Mr. and
Riadore, R.N., Lieut.	Montague
Commander & Mrs.	Woodward, Mr. &
and children	and children
Smith, E. Grant	
OCCIDENTAL.	
Bands, F.	Loias, Mr. and
Brown, Mr.	T. C. and daugh
Chandler, Lieut.	Matthies, P.
Fries, Mr.	Munro, Miss A.
Furth, H.	Nast, V.
Guerin, C. N.	Reichel, W.
Key, Dr.	Rohrer, Capt. W.
Kient, L.	Robb, Dr.
Lloyd, Mr. and Mrs.	Twynne, Mrs.
and child	Worsnap, Capt.
I KOWLEON.	
Heriot, R.M.L.L., Capt.	Richards, D. S.
and Mrs. Mackay	Stuart, Capt. and
Mitchell, Mr.	Lealie
Richards, Mrs. Powell	Thomson, Major
Rowe, Mrs. W. E. and	Mrs. C. S.
child	Watson, Mr. and
Stevenson, Lt.-Comdr.	W. H.
and Mrs.	Williamson, Major

Home
Mart



HOW I CURE

Give me a man broken down from
 advice for three months and I will make him
 I will not promise to make a Hercules
 better than he is; but the man who has been
 what he has lost by abuse of the laws of nature
 A man who is nervous, whose brain is
 discouraged, inclined to brood over images
 which the Dr. McLaughlin Electric Electrode
 The whole force of vitality in your
 replace it, and cure you.

It is a beacon light to a man who is
 My Electro Vigour has a wonderful
 energy in a man.

I make the best electrical body apparatus
 everything else has failed are my best arguments.

Give me a man with pains in his back
 Sciatica in his hip, Lumbago, Rheumatism
 out every sign of pain. No pain can exist.

There is not a country in the world
 How, what does this mean to you,
 there a remedy which is as simple, as easy
 must try it. In justice to yourself, and to
 not to be delayed.

It is as good for women as for men
 but no stinging, no burning, as in old-style
 Call to-day, or send for my beautiful

DR. M. A.

• • •

My Electro Vigour has a wonderful energy in a man.

I make the best electrical body apparatus anything else has failed are my best regards.

Give me a man with pains in his back, Sciatica in his hip, Lumbago & Rheumatism, or every sign of pain. No pain can exist.

There is not a country in the world.

How, what does this mean to you,

there a remedy which is as simple, as easy to try it. In justice to yourself and to not to be delayed.

It is as good for women as for men, but no sting, no burning, as in old-time methods.

Call to-day, or send for my beautiful

DR. M. A.

Give me a man broken down from dissipation, hard work, or worry, from any cause which has sapped his vitality, and I will make him as vigorous in every respect as any man of his age.

Give me a man broken down from dissipation, hard work, or worry, not only any man, but I will support his vitality, and make him as good as advice for three months and I will make him as vigorous in every respect as any man of his age.

I will not promise to make a Hercules of a man who was never intended by nature to be strong and sturdy. Even that man I can make better than he is; but the man who has been strong and has lost his strength I can make as good as he ever was. I can give back to any man what he has lost by abuse of the laws of nature.

A man who is nervous, whose brain and body are weak, who sleeps badly, awakes more tired than when he went to bed, who is easily discouraged, inclined to brood over imaginary troubles, who has lost ambition and energy to tackle hard problems, lacks the animal electricity which the Dr. McLaughlin Electric Electro Vigour supplies.

The whole force of vitality in your body is dependent upon your animal electricity. When you lose it in any manner my Belt will replace it, and cure you.

It is a beacon light to a man who has become discouraged from useless doctoring.

My Electro Vigour has a wonderful influence upon tired, weak nerves. It braces and invigorates them and stirs up a great force of energy in a man.

I make the best electrical body appliances in the world, having devoted twenty years to perfecting it. I know my trade. My cures after everything else has failed are my best arguments.

Give me a man with pains in his back, a dull ache in his muscles or joints, 'come and go' pains in his shoulders, chest and sides, Sciatica in his hip, Lumbago; Rheumatism or any ache or pain, and my Electric Vigour will pour the oil of life into his aching body and drive out every sign of pain. No pain can exist where my Electric Vigour is worn.

There is not a country in this world which has not cures by Dr. McLaughlin's Electric Belt.

How, what does this mean to you, dear reader? If you are not what you ought to be can you ask any better proof to make you try it? If there is a remedy which is simple, as easy to use, as sure to cure and as cheap as Dr. McLaughlin's Electric Vigour? I have not seen one. You must try it. In justice to yourself and to those who look to you for their future happiness, try it now. Act this minute. Such a matter ought not to be delayed.

It is as good for women as for men. Worn while you sleep, it causes no trouble. You feel the gentle, glowing heat from it constantly but no sting, no burning, as in old-style belts.

Call to-day, or send for my beautiful book, full of the things a man likes to read if he wants to be a strong man. Send it sealed, free.

NEVER SOLD IN DRUG STORES OR BY AGENTS.

DR. M. A. McLAUGHLIN, 70, Queen's Road Central, Hongkong.

OFFICE HOURS; 9 A.M. to 5 P.M.; SUNDAYS, 10 to 1.

[30. D



Mails. MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 21st February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN..... 7th March.

S.S. OCEANIE..... 21st March.

S.S. TOURANE..... 4th April.

L. BRIDOU,

Acting Agent.

Hongkong, 8th February, 1905. [7]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CENTRAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from the S.S. BOMBAY, on SATURDAY, the 25th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 8th April, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 11th February, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades	3,753	Geo. Wright	Ab. Feb. 17
Platades	3,753	F. G. Furlington	Mar. 15
Shawmut	9,606	E. V. Roberts	Mar. 24
Lyra	4,417	G. V. Williams	—

1 Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Shawmut... 9,606 E. V. Roberts Ab. Mar. 14

Tremont... 9,606 T. W. Garlick, Jr. April 14

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 13th February, 1905. [8]

NOTICE OF REMOVAL.

A FOOK & Co., SHIP AND HOUSE COMMODITIES, have this day

REMOVED

TO No. 12, POTTINGER STREET, (opposite their old establishment), Hongkong, 24th November, 1904. [6a]

For Sale.

TINTO PASTO.

A VERY LIGHT WINE, Bottled in LISBON. Price \$5.50 per Case of 12 Bottles (Quarts). J. M. G. PEREIRA, 18, Shelley Street, Hongkong, 8th February, 1905. [23]

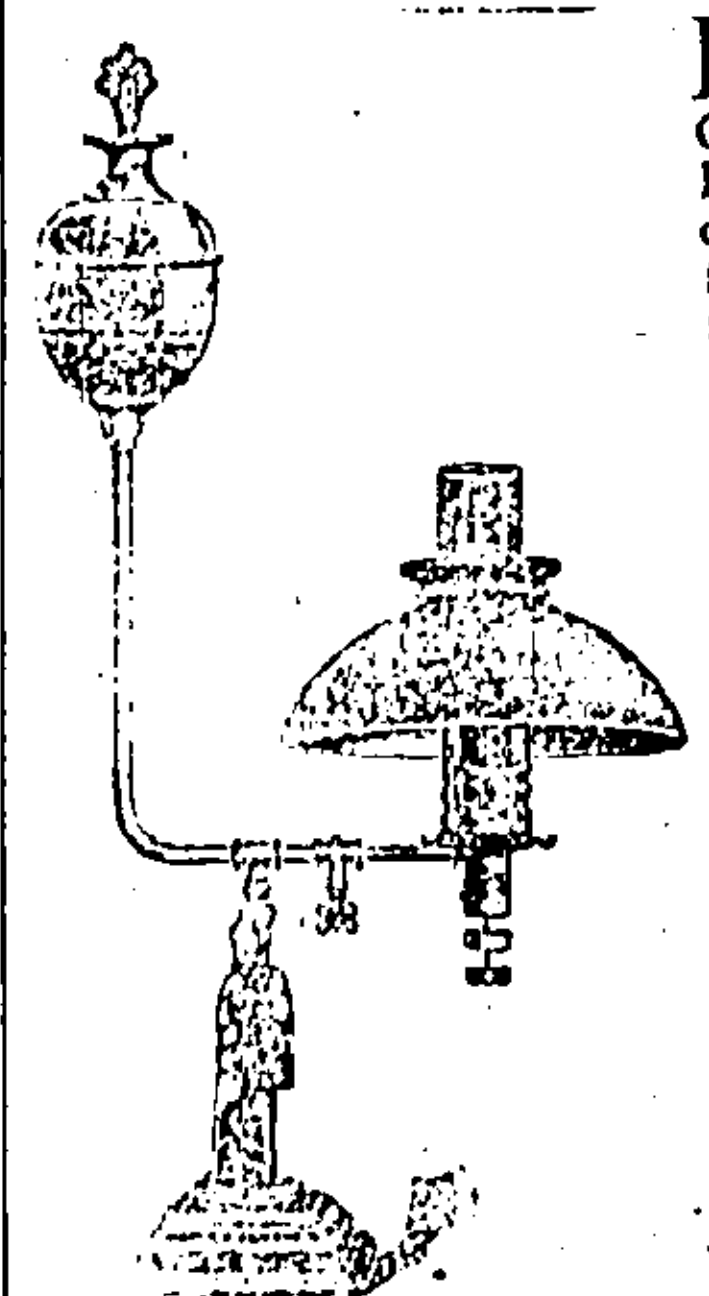
FOR SALE OR TO LET, AT THE PEAK.

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to— SHEWAN, TOMES & Co. Hongkong, 30th December, 1904. [197]

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers. Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices. Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace, Hongkong, 16th November, 1904. [54]

To Let.

TO LET.

GODOWNS Nos. 100 and 101, Praya East, with Water Frontage.

Apply to—

"VICTORIA BUILDINGS,"

Hongkong, 28th December, 1904. [197a]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsa Tsoi, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

NO. 1, RIFON TERRACE.

"HATHERLEIGH," a detached residence with Tennis Court on CONDUIT ROAD.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th January, 1905. [69]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleaned and colour-washed, in flats of 2 or 3 rooms.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16	\$720
National Bank of China, Limited	99,925	£7	£7	\$7,000,000	\$21,668	\$16.41 for first half-year 1904	London 276 1/2
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000	\$150,494	\$2 (London 3/6) for 1903	\$56 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000	Nil.	\$17 for 1903	\$260 sales
North China Insurance Company, Limited	10,000	£15	£5	\$1,111,992		\$4 1/2 for year ended 30.4.1904	\$59 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,366		Final of 10/- making £1 for 1903	Tls. 95 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$371,445		\$35 for 1903	\$700 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,850,000	\$2,078,997	\$12 for 1902	\$160
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,774,749		\$6 dividend & \$1 bonus for 1902	\$93
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$893,114		\$22 1/2 for 1902	\$24 1/2 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$840,773		\$5 for 1900	\$23
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,702,286		\$3 for year ended 30.6.1903	\$34 1/2 buyers
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.	60,000	£10	£10	\$2,000,000	\$16,362	\$1 1/2 for first half-year 1904	\$27 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$4,000,000		10/- for 1903 @ 1/10 5/16=\$5.378	\$125 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,116		Interim of Tls. 2 for 1904	Tls. 50 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000	\$1,287	Interim of 1/- (Coupon No. 5) for 1904	Tls. 48 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$15,093		{ \$1.80 & b. 40 cts } for year ending 30.4.04	\$38
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	\$18,000		{ \$0.90 & b. 20 cts } for year ending 30.4.04	\$29
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$33,648	\$5 for 2nd & 3-year making \$13 for 1903	\$140 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000		Interim of Tls. 1 1/2 for 1904	Tls. 30 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$350,000		Interim of \$5 for 1904	\$220 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000		\$3 for 1897	\$22 1/2 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	\$500,000		Tls. 2 1/2 for year ending 30.9.04	Tls. 54 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873		No. 3 of 1/6	Tls. 7 1/2 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.	16,000	Fcs. 250	Fcs. 250	\$251,337		50 cents making G. \$1 for 1904	\$3 1/2
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$150,000		Final of Fcs. 25 making Fcs. 55 for 1903	\$490
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$1,500,000		\$3.75 for 1903	\$43 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000		Interim of \$2 1/2 for 1904	\$102 1/2
Howarth Erskine, Limited	12,000	\$100	\$100	\$1,200,000		First year	\$100
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$360,000		\$6 dividend and \$3 bonus for first half-year 1904	\$210 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$600,000		\$10 div. & \$5 bonus for year end. 30/6/04	\$110 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	\$5,520,000		\$1 1/2 for 1903	\$150 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	\$3,200,000		\$10 div. and \$2 1/2 bonus } for 1903	\$11 1/2
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$3,700,000		\$7 dividend	Tls. 150
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$250,000		Tls. 5 interim for 1904 1/2	Tls. 140 buyers
LANDS, HOTELS & BUILDINGS.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000		\$6 for first half year 1904	\$355 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	\$100,000		Tls. 18 for 1903	Tls. 190
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000		\$2 1/2 for year ended 30.6.1904	\$27 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000		Interim of Tls. 4 for 1904	Tls. 150 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	\$225,000		\$5 for first half-year 1904	\$142 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000		Final of \$6 making \$12 for 1904	\$132
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000		Tls. 0.87 1/2 for the year ending 31.3.1904	Tls. 19 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	\$2,600,000		90 cents for 1904	\$12
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	\$70,000		\$3 for 1904	\$37 buyers
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	\$772,000		Interim of Tls. 3 for 1904	Tls. 116 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	\$94,100		Interim of Tls. 3 1/2	Tls. 44 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000		Interim of Tls. 3 for 1904	Tls. 125 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$750,000		None	Tls. 12 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000		Final of \$1.70 making \$3.20 for 1904	\$57
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$750,000		Tls. 4 for year ended 31.10.1903	Tls. 23
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$800,000		50 cents for the year ending 31.7.04	\$13 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000		Interim of 3 a/c 1898	Tls. 24 buyers
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$60,000		Interim of 4 a/c 1898 on 6,000 shares	Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	\$675,000		4% for 1897	Tls. 150
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$600,000		\$125 for year ending 30.6.1900	\$100 buyers
MISCELLANEOUS.							
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$600,000		First year	\$91
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$103,248		Interim of Tls. 3	Tls. 67 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000		Interim of 50 cents for 1904	8%
Central Stores, Limited	6,000	\$15	\$15	\$90,000		6d. per share for 1903	5%
Do. (New Issue)	123	\$15	\$15	\$1,845		\$3 for 1903	7 1/2%
China-Borneo Company, Limited	24,000	\$15	\$15	\$360,000		Interim of \$1.20 for 1904	11 1/2%
China Flour Mill Co., Limited	60,000	\$12	\$12	\$720,000		None	\$1 sales
China Light and Power Company, Limited	30,000	\$10	\$10	\$300,000		60 cents for 1903	4 1/2%
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000		Tls. 6 for 1903	8%
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500		None	\$1 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	\$350,000		80 cents for 1904	9 1/2%
Fraser and Neave, Limited	4,000	\$50	\$50	\$200,000		\$1 1/2 for year ending 31.7.1903	\$12 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$1,000,000		Tls. 5 for 1902	Tls. 10 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000		\$5 div. and \$2 1/2 bonus for 1903	\$100
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$70,000		\$1.50 for 1903	\$29 sales